MARKETS---FINANCIAL

THE GREAT PROBLEM CONFRONTING WALL ST

THE PAST WEEK IN GRAIN AND COTTON MARKETS

Prosperity" and Needs Rest Cure,

LOW PRICE NO INDUCEMENT

Contrasts With Last Year's January Prices Show Great Declines in Value.

NEW YORK, January 27.-Last fall, when the speculative element was loaded up with stocks in the expectation of a great bull movement on account of the big crops, which naturally were considered as a guaranty of a continuance of general prospecity, and found itself disappointed, it consoled itself with the idea that owing to our antiquated currency laws, there was not enough money to finance both a big crop and a great bull movement and dequiesced in the necessity of assuming a waiting position. But when the new year came with the many millions of interest and dividends collected by investors, and no signs of reinvested by investors, and no signs of reinvested. ed by investors, and no signs of reinvest ments of same in stocks and bonds be cially pools, lost heart and began to un-

Europe, which has shared sanguine hopes for our security market, became scared over the unsavory revelations of American railway financiering, also got sick of carrying stocks, and decided to get out of the market. This explains to a certain extent the slump in stocks during January. The knowledge that our railroads will have to raise many additional millions for construction and equipment acted also as a restraining speculative force. Under these circumstances, it will do best for the stock market to take a rest, cure until the situation begins to clear up. Wild speculation has never done much good to a country, although it may benefit the gambling element. If the stock market becomes for a time only the battle-ground between bulls and bears that make a living by putting prices up and down, and the big interests, whose attitude decides stock market campaigns, lay low, the security market will become greaty and inviting. Temporary excesses, however, will lead to a further collapse.

PRICES SEEM LOW ENOUGH.

Further sharp reactions in the prices of our leading securities would bring Europe, which has shared sanguine

Low-Priced Stock.

Large blocks of low-priced rails and industrials have recently been thrown on the market by holders who have lost the patience to wait for better days and have become distrustful of the future. This accounts for the liquidation in stocks like Alls. Chaimers, American Linseed, Central Lentor. Chicago Great Western. Eric, Southern Railway, Rock Jeiand, International Paper, Wabash, Texes Padific, etc. The owners of these stocks devidently reason that if these stocks devidently reason that if these stocks devidently reason that if these stocks devidently reason that for some time to come, and are liable to experience a further drop in price should a real reaction set in.

SELLING LIQUOR

WITHOUT A LICENSE

BRISTOL, TENN., January 27.—Rot. Grubbs, a Bristol man, was arrested today by Deputy United States Marshall Puckett and was this evening taken to Abingdon, va. Grubbs is churged with peddling liquor without license.

Market Suff ring From "Nervous THE STOCK MARKET OF THE WEEK Market in Grain Was Feverish

Railway and Miscellaneous Shares.

The following table shows the week's highest, lowest and closing prices, individual sales and net changes of all securities sold on the New York Stock Exchange last week. High and low prices are also given for the full year 1905 and for 1907.

Week ending January 5th. Net 1909.

Week ending January 5th. Net Sales High. Low. Close, ch.

	Law	High.	Low.	Bales.	High.	Low.	Close, ch.	
27%	16	1634	1414	Allis-Chalmers Co 8,100	164%	14%	161/6+ 1/6	
87	40	43%	27%	Allis-Chalmers Co., pr 9,400	41	3798	2874-1-1/4	C
11814	9234	12114	1111/2	Amalgamated Copper472,800	11854	1121/4	*11254+ 176	12
4714	3241	4614	4214	Amer. Car ond Foundry 11,400	445%	42%	43	
105	961.5	103	100%	Amer. Car and Foun., pr 80)	102	10114	102 + 14	
7814	6341	7434		American Locomotive 9,300	7416	711/2	72 + %	
12014	10814	11114	1001	Amer. Locomotive, pr 800	1111/2	111	111 - 72	
157	12714	1303	130%	American Sugar 11,200	133	130%	13114+114	
109	96	9814	9312	American Tobacco, pr 1,300	9714	97	971/5+1	
110%	954	106%	102%	Atchison	105	102%	· 103 - "s	
1673	13116	123%	1234	Atlantic Coast Line 5,700	128	12374	124 - 115	
12514	1064	122	116	Baltimore and Ohio 21,999	117%	1161/2	11676+ %	b
991/4	91	241/4	163	Baltimore and Ohlo, pr 200	9314	931/2	9312+ 14	Mas
	5114	56	60%	Chesapeake and Ohlo 11,600	6212	60%		11
65%	4014	67.14	50%	Colorado Fuel and Iron 39,300	5374	EAR'S	61 - 74	ti
835a	2914	3874	25%	Colorado and Southern 3,700	37	63	35 - 14	\$50
7214	1000	6914	6634	Col. and South., 1st pr 500	37 68	6634	68 + 1	p
10	43	681/2	55	Col and Couth 2d pr 1.40	5714	143	561/4-1	n
50%	2814	4414	2814	Erie 56,100 Erie, 1st pr 1,500 Erie, 2d pr 1,500	4014	3514	38% - 14	
82	7432	7574	7184	Eric let pr 1.500	73%	721/2	7314+ 114	8
7654	6214	67		Eric, 1st pr. 1.500	64	63	63	п
15614	13614	14514	13714	Louisville and Nashville., 9,700.	140	13714	18714-114	Т
10644	8510	923	86	Missouri Pacific 13,200	\$814	80%	8678- 14	
terre.		- 9214	\$716	Norfolk and Western 4,000	58%	8714	871/4- 1/5	t
95	90	90%	99	Norfolk and Western, pr 100	88	88	88 1	99
14714	12214	14134	13314	Pennsylvania Railroad145,499	135%	13314	124	a
9714	6814	77%	7234	Sloss-Sheff. S. and 1 2,000	7416	721/4	72%+ 5%	b
9754	61	961/	91%	Southern Pacific	55%	92%	9316+ 56	
12016	116		116%	Southern Pacific, pr 100 Southern Railroad	11774	117%	11776+ 1/4	n
427	3156	34	28	Southern Railroad 32,500	29%	28	281/4- 78	n
100	93%	94%	85	Southern, Railroad, pr 5.400	88	851 h	861/2+ 1/8	11
12644	13844	183	17214	Union Pacific 46,512	177	17274	173 — 78 924— 78	8
9914	9114	94		Union Pacific, pr 500	9274	921/8		T
6914	38	52	4874	United States Rubber 4,800	61	4874	60 + 76	1
115	104%	10974	104	U.S. Rubber, 1st ofd 2.300	10514	104%	10514	Ш
8734	76	7814	76	U. S. Rubber, 2d pr 200 United States Steel 298,800	75%	761/4	76%+ 12	1
50%	3254	50%	4514	United States Steel 298,800	475m	451/2		1
11314	28%	107%	1043	United States Steel, pr 31,700	105%	1043/2	106%+11%	100
58	31	201.	3114	Va -Car Chemical Mil	36	341/2	35 + 14	1
11714	104	108	1081	VaCar. Chemical, pr 100	107	107	107 - 1	1
100	38	97		Va. Iron C. and C 9,100.	97	851/2	8914+114	t
				sales for the week, 4,512,800 shar				1

BOND MARKET OF THE WEEK.

tional millions for construction and equip-	Rallway and Misc	Net	predicted a
ment acted also as a restraining specu-	High, Low. \$1,600. 162% 162% 3 Adams Express coll. tr. f 92% 91 2 American Cotton Oil 4%s	ours High. Low. Close ch.	Unfavorab
lative force. Under these circumstances, it will do best for the stock market to			It was poin
take a rest cure until the situation be-	service and the service Tobacca sives	11015 110 11019 15	mary points v
gins to clear up. Wild speculation has	98% 9712 81 Atlantic Coast Line four	s. 98% 97% 98%+ % and N. fours 891 89 89 36	pared with a to domestic
never done much good to a country, al- though it may benefit the gambling ele-	96% 97% 81 Atlantic Coast Line four 89% 90 27 Atlantic Coast Line, L. a 111 16% 9 Central of Georgia Rail's 90 90 5 Central of Georgia Rail's 111 111 111 111 111 111 111 111 111 1	way con. fives 1101/2 110 1101/4 1/4	port clearanc
ment. If the stock market becomes for	50 50 5 Central of Georgia Railw 757, 7316 2 Central of Georgia Railw	ray second inc 75% 73% 75% 116	The visible s
a time only the battle-ground between			an increase
bulls and bears that make a living by putting prices up and down, and the big	65 63 10 Central of Geargia Ry, D 116 115 2 Chesapeake and Ohio co 1654 1631 7 Chesapeake and Ohio ge	n. 4168 105% 103% 105% + 14	was continue
interests, whose attitude decides stock	194 8 14 22 Colorado and Bouthern	ours 93% 93% 93% 14 50 50 50 50 50 50 50 50 50 50 50 50 50	while there t
market campaigns, lay low, the security market will become gready and inviting.	89 874 89 Distillers Securities five 1154 115 5 Louisville and Nashville	gen, sixes 115 115 115 - 14	there was lit
Temporary excesses, however, will lead to	101 100% 24 Louisville and Nashville	10015	the plant. In
a further collapse.	275, 97 4 Louisville and Nashville 27216 1211 1 Mobile and Ohio new sh	n. fours	evident that
PRICES SEEM LOW ENOUGH. Further sharp reactions in the prices	994 99 8 Norfolk and Western cor 9115 9015 7 N. and W., Pac. C. and	C. fours 911/2 911/4 911/4 1	as farmers
of our leading securities would bring	107 165% 6 Pennsylvania Railroad 4	1458 10515 10515 10515 10515 1 3158 1912 973 933 933 94 5 58, 1915 935 833 94 5	with current make deliver
them down to an unjustified and unrea- sonable basis, as can be seen by the fol-	122 123 1 1 1 1 1 1 1 1 1	98, 1915 945, 934, 94 + 6, 82 811, 811, 114	stations whe
lowing comparison of present prices of			will be atter
some of the leading stocks, with their	11234 11214 23 Southern Railroad con. 1	100½ 100 100 - ½ 100 113 113½ 113 + ½ 114 01 0 div. 94 93½ 4 + ½ 101½ 101½ 101½ 101½ 14	more than ty
highest quotations of January, 1966; Jan. 1906. Jan. 14, 1907.	1 to the total til I blon Pacific first fours.	reg 101% 101% 101% 101% %	The Con
Pennsylvania 147 1-2 135 1-2	1014 1004 3 Union Pacific first fours	reg	The dullne
New York Central. 1561-4 1363-8 Erle 563-4 401-8	987 975 2 United States Steel s. f.	fives, reg 96% 96% 96% 96% 1% 1%	in all cotton
Missouri Pacific 106 3-4 88 1-1	96 96 6 Virginia Iron C. and C.	(1,00) United States and other government	to make it
Norfolw and Western 23 1-4 88 1-2 Southern Railway 42 7-8 29 3-8	bonds, were \$10,295,000.		controversy
Louisville and Nash. 1561-4 139 3-4		1. 1	York Cotton
Chesapeake and Ohlo 62 1-4 51 3-4	ACHEVILLE DAICEC	belonging to Mr. Thomas Coleburn, and a horse, the property of Mrs. Julia Chris-	is incorrect.
American Sugar 157 132 1-2	ASHEVILLE RAISES	tian, have died from hydrophobia. Both	evenly balan
Brook, Rapid Transit 94 1-8 78 1-8		were known to have been bitten by a dog.	and demand
Turing 1906 all these companies have	MORE THAN ASKED FOR	The annual fair of the Eastern Shore	which has b
only grown in aspets, and their business	MOUL LUNG VOVED LOU	Agricultural Association will be field at their grounds near Keller, August 27th,	in the Sou
and revenues therefrom have increased.		25th, 29th and 30th.	delivery. T
N'am Voel Central have incicased their	Needed \$20,000 and at End of	The Tasley Fair Association offers the	height, and
dividends. All this cannot be considered		following four open stakes of \$500 each: One for two-year-old trotters, one for	political can
parison shows only the habit of the stock	Campaign Had	three-year-old trotters; one for 2:30	raising cotto
market of going to extremes.	\$22,000.	pacers; one for 2:35 trotters. Entries close March 1st.	per pound.
Great Financial Problems.		Signatures are being secured to a	far is a litt
con one many money needed by them in	[Special to The Times Dispatch.] ASHEVILLE, N. C., January 27.—A	petition asking Judge Blackstone to or- der a local option election in Lee Dis-	or the equi
	campaign which was begun in this city	trict.	Why
phenomenal advance in traine, will lotte	the first of the month for the purpose	The New York, Philadelphia and Nor-	from the l
	of raising \$20,000 to put the local Young Men's Christian Association on a firm	folk Railroad Company is acquiring the right of way for a branch road from	cents reach
	financial basis, terminated last evening.	a point a short-distance above Cape	crop which
railroads, are not very encouraged by their recent experiences. They don't feel	the total amount raised in the twenty- five days being \$22,975.	Charles to a location near the Cape.	500,000 bale 13,000,000 b
like loading up with new bond issues in face of their losses in a number of bond	An interesting feature of the campaign	This will materially isssen the distance to be traveled by water, and will greatly	consumption
aundicates Rut American hushciers are	is the fact that of the \$22,975, all but	expedite the handling of freight, etc.	breaking s sufficient t
title the balance of the American people.	\$10,500 was subscribed in amounts of \$50 or less, 762 persons contributing. Among	Cards have been issued by the Rev. and Mrs. E. M. Jordan for the mar-	prices woul
They grow with their tasks, and ob-	the large subscribers were Julius C. Mar-	riage of their daughter, Miss Mai Went-	in the ne
	tin, president of the association; Frank W. Hewitt, John S. Huyler, Mrs. J. J.	worth, and Dr. William Finney Kellam,	pound instead present. I
capital at home and abroad by making	Brown, John S. Roebling and the South-	Wednesday, February 6th. A chapter of the Daughters of the	as well as
more money, pay a higher rate of inter-	ern Railway Company, each contributing	American Revolution is about being or-	fall and h
	2500; Mrs. George W. Pack, Norman I. Rees, George Hackney and George W.	ganized in Onancock. Several names have	This moven
When capital finds good reward in the shape of interest, it is always	I Vanderbilt, who each subscribed \$20.	already been proposed. Among them, Mrs. L. D. T. Quinby, Mrs. Jno. P. L. Hop-	States of A Only a few
forthcoming. The railroad presidents,		kins, Mrs. R. L. Shield, Miss F. L.	son, of Tex
themselves, are keeping their eyes open	BAILEY STRENUOUSLY	Taylor, Mrs. O. L. Parker, Mrs. Wm. M. Parker, Miss E. B. Wise, Mrs. R. L.	United Sta
t. and that several railroads are air		Hopkins and Miss Sarah P. Waples. The	sending of dealings in
ready negotiating with equipment com-	KESISTING SOUTHERIN	preparation of papers in the case of the last named developed a very unusual	interstate
wines by honds Our ranway equipment		circumstance. Her randfather, Captain	the mails.
companies have done a splendid and highly lucrative business the last few		Edward B. Waples, now in his eighty- third year, is the son of Lieutenant Sam-	than anyth
wases and have accumulated big sur-		uel Waples, of the Ninth Virginia Regi-	ONE .
there wasts of which they may be		ment, and has his father's furlough, dated	ONE L
inclined to turn into railroad bonds in order to secure good contracts for cars	Waterpower.	at Valley Forge, and signed by Nathaniel Greene, major-general, in his possession.	IN
and engines.		I II II O Stunda has larged the	114
The Possibilities of Equipment	ASHEVILLE, N. C., January 27.—The	lot adjouining the brick block on Main	
mi line manufact is lighte to re-	l soit ingittuted by the Southern Railway	story brick building. The first story will	Negro V
ceive good impetus from the fact that a good share of the new money which	of J. S. Bailey, extending for nine miles	be used for mercantile purposes, the	-
OHE PAHEORIE HEVE TO LUISE WITH BO		Masonic hall. The lot has a frontage of	
additional equipments. There is an	strangously resisted by Mr. Bailey on	forty feet, and depth of ninety feet,	
enormous outsitess in about the Pullman Company, which also manufactures cars, for the American Car and Foundry Company, the Presser the American Locomo-	the ground that the construction of the	An adjourned meeting for the estab-	NORFOL
factures cars, for the American Car	railroad would mean the destruction of water-power worth a million or more	Northampton county, will be held at East-	ger traffic
		ville, February 19th. One of the propo-	Jamestown
tive Company, and all other corpora-	remain unsettled for a long period.	\$7.500 in stock at \$10 per share.	Norfoll: an
tions in this line.	By written consent of all parties to	The new M. E. Church, South, at Paint-	pany's dra
nies are liable to attract speculative in-	the suit, the hearing begun at Bryson	er Will be demented February 21. Rev.	Branch of
terest in the near future. The general	City to appraise the property wond		tugboat ser

The Possibilities of Equipment
The security market is liable to receive good impetus from the fact that a good share of the new money which our railroads have to raise will go into additional equipments. There is an enormous business in store for the Pullman Company, which also manufactures cars, for the American Carand Foundry Company, the Pressed Steel Company, the American Locomotive Company, and all other corporations in this line.

The stocks of these equipment companies are liable to attract speculative interest in the near future. The general public has always exhibited a fancy for this class of securities, which have been neglected of late.

Low-Priced Stock.

Large blocks of low-priced rails and

ment, and has his father's furlough, dated at Valley Forge, and signed by Nathandel Greene, major-general, in his possession.

Mr. Upshur Q. Sturgis has leased the lot adjouring the brick block on Main Street, upon which he will erect a three-story brick building. The first story will be used for mercantile purposes, the second for officers, and the third as a Masonic hall. The lot has a frontage of forty feet, and depth of ninety feet.

An adjourned meeting for the establishment of an agricultural fair for Northampton county, will be held at East-ville, February 19th. One of the propositions to be considered, is the sale of \$7.500 in stock at \$10 per share.

The new M. E. Church, South, at Painter will be dedicated February 24. Rev. Henry E. Johnson, D. D., of Suffolk, Va., will preach the sermon.

The house of James H. Barton, colored, near Locust Mount, was destroyed by fire Tuesday night. Two of his children jumped from an upper window, but the third, a girl ten years old, was burned to death. Among the deaths of the week is Captain Asa J. Crockett, of Harborton, aged eighty-five years. He was for a long time the owner and master of vessels, but refired some years ago, and quietly lived on his farm. Few men were more respected, or more worthy of respect. He was a member of Ocean Lodge of Masons from its organization, and for a generation was the bearer of the Bible in its processions. Three sons, Captain B. F. Crockett, of Onancock; Mr. Jno. W. Crockett, of Songer Drassmaking.

and Public Think That Price Is Below Level.

COTTON MARKET IS DULL

Southern Fight on Futures Has Depressed Cotton and Demand Is Light.

loyancy prevailed in the domestic wheat narkets early during the past week. In rectably larger and the volume of busiess showed noteworthy increase. Occaionally sellers were exceedingly scarce and timid, while buyers were numerous The strong rising trend indicated plainly hat sellers for the decline were greatly darmed. In their anxiety to cover they market was unusually feverish, with much excitement, prices fluctuating with ncommon frequency and in an erratio nanner. This caused little surprise in view of the receipt of larger orders rom the so-called "outside public," and various conflicting influences. The rising various conflicting inducaces. The rising tendency had been generally anticipated by many of the best informed speculators. It was the consensus of opinion that values were down to a low basis. Most desiers did not hesitate to declare that wheat was selling below its intrinsic value. For that reason they had freely predicted a rapid recovery.

Unfavorable Climatic Conditions.

It was pointed out that arrivals at primary points were strikingly small as compared with a year ago, being hardly equal to domestic requirements, while the export clearances were comparatively large. The visible supply showed an important decrease, whereas a year ago there was an increase of 1,758,000 bushels. There was continued cold in the Northwest, while there was a rapid fall in temperature in winter wheat territory, where there was little, if any, snow to protect the plant. In view of these facts, it was evident that there could be no noteworthy enlargement in the movement Eastward, as farmers have long been dissatisfied with current bids. They rarely, if ever, make deliveries of importance to country stations when the weather is so hitterly cold. Undoubtedly little outdoor work will be attempted while the mercury is more than twenty degrees below zero.

The Controversy at the South. Unfavorable Climatic Conditions.

The Controversy at the South.

The dullness of the present speculation in all cotton markets at present is being much commented upon. Some have tried to make it appear as the result of the controversy over contracts in the New York Cotton Exchange. This, however, is incorrect. The pringipal reason is no doubt due to a great extent, firsy to the evenly balanced conditions in the supply and demand situation, and, second, to the adverse influence of the movement which has been going on for some time in the Southern States to pass laws against speculation in cotton for future delivery. This movement is now at its height, and seems to be the result of political campaigning more than anything else. There is a good profit in raising cotton at anything above 8 cents per pound. The average price at which this season's crop has been marketed so far is a little over 10 cents per pound, or the equivalent of \$50 per bale.

Why Prices Have Fallen. The Controversy at the South.

der a local option election in Lee District.

The New York, Philadelphia and Norfolk Railroad Company is acquiring the right of way for a branch road from a point a short-distance above Cape Charles to a location near the Cape. This will materially lessen the distance to be traveled by water, and will greatly expedits the handling of freight, etc. Cards have been issued by the Revand Mrs. E. M. Jordan for the marriage of their daughter, Miss Mai Wentwork, and Dr. William Finney Kelam, Wednesday, February 8th.

A chapter of the Daughters of the American Revolution is about being organized in Onancock, Several names have already been proposed. Among them, Mrs. L. D. T. Quinby, Mrs. Jno. P. L. Höpkins, Mrs. R. L. Shield, Miss F. L. Taylor, Mrs. O. L. Parker, Mrs. Wim, M. Parker, Miss E. B. Wisef Mrs. R. L. Hopkins and Miss Sarah P. Waples. The preparation of papers in the case of the last named developed a very unusual circumstance. Her randfather, Captain Edward B. Waples, now in his eighty-third year, is the son of Lieutenant Samuel Waples, of the Ninth Virginia Regiment, and has his father's furlough, dated at Valley Forge, and signed by Nathaniel Greene, major-general, in his possession.

Mr. Upshur Q. Sturgis has leased the lot adjouining the brick block on Main Street unsun within the lot adjouining the brick block on Main Street unsun within the lot adjouining the brick block on Main Street unsun within the lot adjouining the brick block on Main Street unsun within the lot adjouining the brick block on Main Street unsun within the lot adjouining the brick block on Main Street unsun within the lot adjouining the brick block on Main Street unsun within the lot adjouining the brick block on Main Street unsun within the lot adjouining the brick block on Main Street unsun within the lot and the proper had been proposed. Among the proper had been proposed to the near the proper and the proper had been proposed Why Prices Have Fallen.

Negro Went Down When the Drawbridge Gave Way.

NORFOLK, VA. January 27.—Passenger traffic between Norfolk and the Jamestown Exposition will not be materially affected by the collapse of the Norfolk and Atlantic Terminal Company's drawbridge over the Northern Branch of the Elizabeth Saturday night. Arrangements were made to-day for a tugbout service over the river. A temporary drawbridge will be erected at once, and it will be ready for service inside of four days.

It developed to-day that one life was lost in the drawbridge collapse. Sam Jones, a negro, who went on the bridge to check one of the cars, went into the water when the bridge suddenly gave way with a crash.

It was only last Thursday that a contract was let for enlarging and improving the collapsed bridge.

Take Post Graduate Course

Take Post Graduate Course.

Take Post Graduate Course.

(Special to The Things-Dispaten.)
FLOYD, VA., January, 27.—Dr. E. L.
Laurence left the first of the weck
for Baltimore, Md., to take a postgraduate course at John Hopkins Hospital, and will be away some six weeks.
H. S. Howard, a traveling salesman,
located at Roanoke, is on a visit tohis home here.
J. E. Burwell, attorney, spent several
days in Salem this week on business.
Edmund Pendleton, of Pikeville, Ky.,
is visiting his father, Dr. Pendleton,
Dr. G. W. Tompkins, of Osburn, is
spending a few days with his father,
Captain J. S. Tompkins. He will go
from her to New York to take a special course in medicine.
Mrs. Maud L. Howard entertained a

The Liverpool & **London & Globe** Insurance Co.

Davenport & Co., General Agents,

Company's Building, 1113 East Main Street.

Conflagrations Do Not Affect the Value of a Contract With This Company.

FUNDS FOR CHICAGO, BOSTON, BALTIMORE AND SAN FRANCISCO CONFLAGRATIONS FUR-NISHED BY HOME OFFICE WITHOUT DIMINUTION OF U. S. ASSETS.

COMMONWEALTH BANK PAID UP CAPITAL - \$100.000.00 Strong, Conservative and Progressive.

4% Paid on Certificates of Deposit

and Savings Accounts. GENERAL ACCOUNTS SOLICITED. H. L. DENOON, President. W. L. WALTERS, Cashier. GEORGE C. WALTERS, Vice-President.

The State Bank of Virignia

RICHMOND, VIRGINIA DIRECTORS:

Alexander Cameron, Joseph M. Fourqurean,

Granville G. Valentine James D. Crump, J. L. Antrim, OFFICERS:

Wm. M. Hill, Cashier. John S. Ellett, President.

Julien H. Hill, Assistant Cashier. This Bank offers patrons every modern facility in its Banking, Savings, Foreign Exchange and Safe Deposit departments.

Auction Sales—Future Days Auction Sales—This Day.

By Edward S. Rose Co. and Harrison & Grant. Real Estate Auctioneers.

COMMISSIONERS' SALE OF WEST CARY STREET STORE, NO. 1525, AND LOT ADJOINING, AND LARGE VA-CANT LOT ON NORTH SIDE CARY, NEAR LOMBARDY STREET.

CANT LOT ON NORTH SIDE CARY, NEAR LOMBARDY STREET.

In execution of the decree of the Law and Equity Court of the city of Richmond, entered January 24, 1997, in the suit of Margaret A. Viar, guardian, vs. John J. Leisfeld and als., the undersigned will sell at public auction upon the premises, on WEDNESDAY, January 30, 1907, commencing at 4:30 P. M., in the order following, that nice, well-built frame store and lot on south side of Cary Street, near Washington Street, being No. 1525 West. Cary Street, beginning 59 feet 5:1-4 inches, by and running back between parallel lines 122 feet to an alley 14 feet wide, and the lot adjoining same on the east, having a frontage of 36 feet 11:1-4 inches, by same depth, and which is used in connection with said store. Also a large vacant to on north side of Cary, beginning 41 feet 6 inches east of Lombardy Street, and running eastwardly and fronting on said Cary Street 6 inches and extending back between parallel lines northwardly 135 feet to an alley 16 feet wide, all of this is good real estate, in an improving neighborhood, close to Main Street, and susceptible of being used to advantage for residences or business purposes.

TERMS: One-third cash, balance at six and tweive months for notes at six per cont, and title retained by court until fully paid or all cash, at option of purchaser.

CILS U. WILLIAMS, JR., B. RAND WELLEFORD, Scaled Comparisoners.

I. P. P. Winston, cierk of the Law and Equity Court of the city of Richmond, hereby certify that the bond in said cause has been duly given. P. P. WINSTON, Clerk.

TRUSTEE'S AUCTION SALE OF FARM.
CONTAINING 5212 ACRES, ON
THE WEST SIDE OF THE HERMITAGE ROAD, ABOUT ONE
FOURTH OF A MILE NORTH OF
BOUDAR'S CROSSING, ON THE R.
F. AND P. R. R., WITH SMALL
DWELLING AND SEVERAL OUTBUILDINGS THEREON.

DWELLING AND SEVERAL OUTBUILDINGS THEREON.

In execution of a deed of trust, dated June 1, 1895, and recorded in Henrico Circuit Court, D. B. 149 A. page 157, I will sell by auction AT THE FRONT DOOR OF THE HENRICO COUNTY COURTHOUSE, ON WEDNESDAY, JANUARY 30, 1961, AT 12 O'CLOCK M. the above mentioned tract of land, adjoining Blackburn Jones et als. A map of the property can be seen at office of auctioneer.

TERMS:—Enough in cash to pay cost of sale, any taxes that may be due and two notes, one for \$45 and one for \$1,500, with interest on same from June 1, 1905, until paid; the residue at 6 and 12 months; the credit payments to bear interest at 6 per cent., and be secured by trust deed.

Life Insurance Investments.

The deplorable evil in life insurance is that many of the jeading companies have constantly made scores of investments to that many of the jeading companies have constantly made scores of investments.

Which they have accumulated in other work, ways, may a huge and ever present reserved.

Which they have accumulated in other work, and they have accumulated in other work, ways, a huge and ever present reserved.

TERMS: Cash as to one and two years.

TERMS: A map of the property can be seen at office of auctioneer.

TERMS: Jone HENRICO OF THE HENRICO OF THE HENRICO OCCUMING A page 56, default, having been made in the payment of certain notes therein secured, I will sell, by a made in the payment of certain notes therein secured, I will sell, by a more secured, I will

graduate course at John Hopkins Hospital, and will be away some six weeks.

H. S. Howard, a trayeling salesman, located at Roanoke, is on a visit to his home here.

J. E. Burwell, attorney, spent several days in Salem this week on business.
Edmund Pendleton, of Pikeville, Kyris visiting his father, Dr. Pendleton, Dr. G. W. Tompkins, of Osburn, is spending a few days with his father, Captain J. S. Tompkins, He will go from her to New York to take a special course in medicine.

Mrs. Maud L. Howard entertained a large number of friends at her home last night. Music and games were infally begins to glare with brilliancy. Many of the large companies were deliberately blind to investments yielding from 41-2 to over 5 per cent, and in may mistances at much less.—The Business World.

High Constable's Sale!

I will sell by public auction, on MON-DAY, THE 28TH DAY OF JANUARY 1907, at 3 o'clock P. M., at No. 1306 East Franklin Street, at my wareroom, the following property to satisfy distress warrants and executions in my hands: Bureaus, Washstands, Wardrobes, Rugs Carpets, Mattings, Groceries, etc.

TERMS: CASH.

W. H. WYATT, JR., H. C., C. R.

Much gold has been taken the has been further shown by recent examinations of experts and by assays. The land is well wooded.

TERMS: Cash as to \$17,000, with interest thereon from July 25th, 1905; as to any balance, for bonds payable in equal instalments in one and two years from day of sale, with interest therefrom, unless the Sanders Gold-Saving Machine Company should require different terms as to said balance.

It is believed that the creditor secured in the deed will be willing to lend a considerable part of the purchase money upon the land if the purchase money to the land if the purchase desires it.

F. L. WOOLFOLK,

By C. L. & H. L. Denoon, Auctioneers, \$21 East Main Street.

Steamboats.

via C. & O. Ry. and Old Point,
Lave Richmond via C. & O.
deling
sceed
M. arriving Biltimore 6:30 A. M. connectin for North, East and West. For these and
information, apply to C. & O. Ry. Richmond
Transfer Company, and Na. Sia Control
Street.

Bay Line to Baltimore

Railroads.

R.F. & P. RICHMOND.

FRAINS LEAVE RICHMOND - NORTH-

HARINS LEAVE RICHMOND—NORTHWARD.

5:29 A. M.—Daily—Byrd St. Through.
6:59 A. M.—Daily—Main St. Through. All
6:55 A. M.—Daily—Main St. Through. All
7:50 A. M.—Except Monday — Byrd St.
7:50 A. M.—Except Monday — Byrd St.
7:50 A. M.—Week Days—Eiba. Ashland
Accommodation.
8:40 A. M.—Daily—Byrd St. Through. Lov
10:50 Eiba. Ashland Accommodation.
5:20 P. M.—Week Days—Byrd St. Treugh.
6:30 P. M.—Week Days—Byrd St. Treugh.
6:30 P. M.—Week Days—Eiba. Ashland Accommodation.
7:20 P. M.—Daily—Byrd St. Through.
7:20 P. M.—Daily—Byrd St. Ashland Accommodation.

6:10 A. M. - Week Days-Elba, Ashland Ac-

commodation,

\$105 A. M.—Daily—Byrd St. Through,

\$125 A. M.—Week Days—Byrd St. Freder,
jeksburg Accommodation,

11:50 A. M.—Week Days—Byrd St. Through,

Local Stops,

2:12 F. M.—Daily—Main St. Through,

6:40 P. M.—Week Days—Elba. Ashland,

Accommodation,

Daily—Byrd St. Through,

Accommodation.
7:15 P. M.—Daily—Byrd St. Through.
9:00 P. M.—Daily—Byrd St. Through. Lo-

9:00 P. M.—Daliy—Byrd St. Through. Local Stops.
2:10 P. M.—Daliy—Main St. Through. All Pullman Cars.
10:10 P. M.—Daliy—Main St. Through.
11:30 P. M.—Daliy—Main St. Through.
11:30 P. M.—Week Days — Byrd Street.
Through. All Pullman Cars.
NOTE.—Pullman Sleeping or Parlor Cars on all above trains, except trains arriving glichmond 11:50 A. M. weeks days, and local accommodations.
Time of arrivals and departures and connections not guaranteed.
W. D. DUKE, C. W. CULP, W. P. TAYLOR, Asst. to Prest. Gen'l Supt. Traf. Mgz.

Southern Railway.

TRAINS LEAVE RICHMOND.

N. H.—Pollowing schedule flaures published only as information, and are not guaranteed. 7:00 A. M.—Daily—Local for Charlotte. 11:15 A. M.—Daily—Local for Charlotte. 11:15 A. M.—Daily—Limited — Buffet Pulling and the Allender of Charlotte. 11:15 A. M.—Daily—Limited — Buffet Pulling and the South. Through coach for Chase City, Oxford, Durham, and Raching and the South. Through coach for Chase City, Oxford, Durham, and Raching Dr. M.—Daily—Limited Pullman ready 9:30 P. M.—Ex. Sunday—Keysville Local. 11:30 P. M.—Daily—Limited Pullman ready 9:30 P. M.—Daily—Limited Pullman ready 9:30 P. M.—Ex. Sunday—No. 18—To West Point—Connecting for Baltimore, Mondaya. Wednesdays, and Fridays.—No. 10—Local to West Point. 4:15 A. M.—Mondays, Wednesdays and Fridays.—No. 10—Local to West Point. 6:20 A. M., 8:15 P. M.—From all the South. 12:25 P. M.—From Charlotte, Raleigh, Durham, Chase City, and Local Stations. 9:15 A. M.—No. 15—From Baltimore and

C. W. WESTBURY, D. P. A.
220 E. Main St., Richmond, Va.,
C. H. ACKERT, S. H. HARDWICK,
V.-P. and Gen. Mgr. Pass, Traf. Mgr.

H. TAYLOE, G. P. A., Washington, D. C.

FOR NORFOLK: *9:00 A. M., *2:00 P., 6:00 P. M.

M. 6.90 P. M.
FOR LYNCHBURG, the WEST and the SOUTHWEST: 9.00 A. M., 12:19 noon, 9:30 P. M. Pullman, Parlor and Sleeping Cars.
Cafe Dining Cars. Trains arrive daily from Norfolk '11:40 A. M., *6:50 P. M. From the West: 7:25 A. M., 2:05 P. M., 8:50 P. M. Office, 8:28 E. Main St. *Fiyer: I hours, 20 minutes.

Chesapeake & Ohio Railway CINCINNATI, INDIANAPOLIS, ST. LOUIS, CHICAGO, LOUISVILLE, NASH-VILLE, MEMPHIS.

CHICAGO, LOUISVILLE, NASHVILLE, MEMPHIS.

2:15 P. M. daily and 11:00 P. M. daily, exeept Saturday; 11:45 P. M. Saturdays.
WESTBOUND LOCAL TRAINS.

7:25 A. M. and 5:15 P. M. week days.
NEWPORT NEWS, NORFOLK AND OLD
POINT.

9:00 A. M. and 4:00 P. M. daily.
LOCAL FOR NEWPORT NEWS AND OLD
POINT.

7:35 A. M. and 5:00 P. M. daily.

JAMES RIVER LINES.

10:20 A. M. daily; 5:16 P. M. week days.
Arrive Main Line from West; 7:30 A. M.
-4:30 A. M. . *3:45 M.
East; 10:05 A. M. 11:45 * Al. *7:00 P. M.
*5:00 P. M. James River; **S:40 A. M. *6:55
P. M. *Daily. **Except Sunday.

Richmond and Petersburg Electric Railway

Cars leave corner of Seventh and Perry Streets, Manchester, every hour (on the hour) from 6 A. M. to 19 P. M. Last car 12 mid-night. Limited car, 5:45 P. M. dally, except from 6 A. M. to 10 P. M. Last car 12 initioning the Limited car, 5:15 P. M. dally, except Sunday,
Cars leave Petersburg, foot of Sycamore Street, every hour from 6:35 A. M. to 10:35 P. M. Last car, 11:10 P. M.; Limited car, 7:15 A. M., daily except Sunday,
All ears from Petersburg connecting Rickmond cars.

Seaboard Air Line Railway. SCHUMEN AIR LINE KAILWAY.
SOUTHBUIND TRAINS SCEPULED TO
9:19 A. M.—Local to Norlina, Ralelpha,
Charlotte, Wilmington, 2:120 P. M.—Sleepers,
and coaches, Savannah, Jacksonville and
Florida Points, 9:43 P. M.—Solid Fullman
train to St. Augustine, 10:50 P. M.—Sleepers and coaches, Alanta, Birmingham, Memphis, Savannah, Jacksonville and Southwest,
NORTHINGLOUND TRAINS SCHEDULED TO
ARRIVE RICHMOND DAILY:
6:50 A. M. 6:52 A. M. 5:10 P. M. 6:55 P. M.

1:30 A. M., 6:52 A. M., 5:10 P. M., 5:55 P.

Steamboats.

OLD DOMINION STEAMSHIP CO. Night Line for Norfolk.

Leave Richmond every evening (took Ash Street) at 7 P. M. steining at Newport News en route. Fare, \$2.50 news at Selfor round trip, Imcluding statesone berth; metals, 50c. each. Street cats to steamer's where. FOR NEW YORK.

Via Night Line Steamers (except Saturday) matrins connection in Norfolk with Main Line Ship following day at 7 P. M.; also Norfolk and Western Ry at 9 A. M. and 3 P. M., and Chesapeake and Ohlo Ry, at 9 A. M. and 4:99 P. M. making connection daily (except Sanday) at Norfolk with Main Line Ships sailline at 7 P. M. Tickats, 885 E. Main Street, Richmond Transfer Co., 319 E. Main Street, The Jefferson, Murphy's Hotel.

Merchants and Miners

Transportation Co.'s BOSTON, MASS., and PROVIDENCE, R. I. Stramers leave Norfolk for Boston Tuesday, Wednesday, Friday and Sunday, For Providence, Monday, Thursday and Saturday at 6 P. M. Passengers and freight taken for all New England points. Tickets on sale at C. & G. Ry, and N. & W. Ry, offices, and No. 819 East Main.

Virginia Navigation Co.'s JAMES RIVER DAY LINE.

JAMES RIVER DAY LINE.

STEAMER POCA HON TA &
LEAVES FROM OLD DOMINION
WHARF MONDAY. WEDNESDAY
AND FRIDAY AT 7 A. M. for Norfolk. Portsmouth, Old Point, Newpott News,
Claremont and James River landings, connucting at Old Point for Washinston, Baltimore and the North. Staterooms reserved
for the night at moderate prices. Electric
cars direct to the wharf. Fare, \$1.50 and
\$1! Norfolk. Through Excursion Trekets on
sale at Richmond Transfer Co., \$19 E. Main
Street, 80 E. Main Street, co on wharf of
sicamer. Round Trip, \$2.50.

Freight received for above-named places
and all points in Eastorn Virginia, Norts
Carolina and the East.

JOHN F. MAYER, Agent.

IRVIN WEISIGER, Gen't Mgr.

Clyde Steamship Co

PHILADELPHIA.
RIGHMOND AND NORFOLK LINE
Evelght received and delivered daily at C.
& O. Ry. Co.'s Depot. Soventeenth and Broad
Streets. H. K. WOODFIN, Solley.
Clyde Line WEart. Phone 510.